

Second Draft Chesterfield Bikeways & Trails Chapter
Detailed Unedited Citizen Comments
Compiled from meetings, emails and internet form
September 2015

Citizen Comment 1/Corresponding Response 1

I think the bike paths are a very good idea. Too many bikers on curvy, back country 2-lane roads pose a hazardous situation for both themselves and drivers with limited vision of the road ahead to pass the slower-moving bikes.

Citizen Comment 2/Corresponding Response 2

I personally am very scared of having a public bike path running quite literally through my back yard. We already have a violent sex offender that likes to lurk around the children's bus stops, and with this bike path he will have legal permission to be way too close for comfort. This is just the bad element that currently lives in the neighborhood. Those woods are already popular for people to party in and I am afraid making a public trail will make that worse. There is nothing positive for my family, regarding this bike path.

Citizen Comment 3/Corresponding Response 1

I love this idea! At 46 years old, I'm one of those folks who loves to ride a bike for better health, but refuses to do so on busy/narrow roadways as drivers are often too distracted or do not know the rules of sharing the road with cyclists. This leaves me stuck within my own neighborhood (Deer Run) or using pedestrian sidewalks to reach more expansive destinations, such as Collington, Hampton Park and local shopping centers just to get in some miles. Living so close to Pocahontas State Park is something I love about this area, but I wouldn't dare make that trek on my bike. Instead, I am forced to load it up onto the family minivan to take it places such as Pocahontas or simply "borrow" the bike trails located in Woodlake and Brandermill - which the residents of those neighborhoods despise. I know there are others like myself who want the freedom to go on a long bike ride, but refuse to take the chance of a vehicle vs bike accident. Not all of us are elitists who take to the back roads on Sunday mornings adorning sponsor-laden uniforms and feel as if it is correct behavior to hold up a line of vehicles trying to pass in blind corners. Some of us want the fun and exercise, but not the danger and frustration it can create. Having such trails to reach county destinations would be great for cyclists, lessen traffic congestion, provide a safe area for people from all walks of life to get out and enjoy what the county has to offer and provide a meaningful way to help the environment. Could there be more important issues that need attention and money? Sure, but infrastructure and amenities such as this are just as important in the long run.

Citizen Comment 4/Corresponding Response 1 & 3

The plan is great and I love seeing the inclusion of pedestrians, cyclists, and equestrians. I do wish that there were safety improvements planned for Old Gun Road - it's so dangerous for cyclists and pedestrians (both of which I see regularly utilizing the travel lanes). I also wish that, moving forward, every new neighborhood approved in Chesterfield County would be required to provide complete streets (with sidewalks, bike lanes, and trees) to connect at a minimum to the elementary school that serves them. Connecting to all schools and other local services would be a bonus. At the moment, Chesterfield County seems to cater mainly to the automobile, but to be competitive into the future, the

County needs to cater to the residents with whatever form of transportation they desire to use. Retrofitting older neighborhoods (the ones that got left out of the whole sidewalk thing over the last few decades) would be a nice touch.

Citizen Comment 5/Corresponding Response 4

Some of the claims in the draft plan seem like they need empirical or quantitative data to support them, such as: "These facilities have a broader impact than simply improving the safety of people who walk, bike and drive; they are economic development tools that attract new business, provide tourism destinations for visitors and aid in the physical and mental health of residents." "Bicycling has been increasing in popularity across the nation." "Chesterfield County has a growing equestrian community."

Citizen Comment 6/Corresponding Response 1

I believe bike lanes should be separated from the roadway. The bike lanes recently added to Route 10 in Chester are very narrow. In addition, small rocks and other debris have collected in the bike lanes. This creates a hazard for those using the bike lane and increases the possibility of them losing control of the bike and being hit by a vehicle. If there was a larger separation it would be safer. Where possible, put in bike lanes that are divided from motor vehicle traffic.

Citizen Comment 7/Corresponding Response 1

I applaud the efforts of the planning department and I strongly support the county's bikeway and trails plan. Cyclists and drivers are often at odds with one another, this plan is an attempt to provide safer options for both. I particularly like the fact that the plan ties into regional or East Coast initiatives. Lastly, I believe this will greatly enhance the livability of our community as well as the health and safety for young and old.

Citizen Comment 8/Corresponding Response 1

I am heartened to see such a solid effort to improve the health and attractiveness of Chesterfield County. The value of bike/pedestrian dedicated paths is hard to overstate. If I were to make any critical comment, it would be that I wish the plan were more aggressive.

Citizen Comment 9/Corresponding Response 2

Hi I am opposed to the bike plan for a number of reasons which I will provide below. The bike plan offers only a path to our remote communities in the country so a few people can ride their bikes. Matoaca is the most impacted by this plan because we wanted to have wide open space and NO ONE BOTHERING US and those who benefit are not even residents of our communities. Really, have you asked residents along the roads impacted what THEY THINK??? I don't even live along one of them and cannot stand to see the bikers on my road because they don't respect the roads and take up the whole lane. It is dangerous. And don't even think of taking my land for it without a fight. Garbage will be a problem with collection needed along the routes for bottles and trash. Without it, the roads will be littered and even more challenging for the poor bikers to ride on. How much will that little tidbit cost the public? If biking is so important and these advocates seek to drive the county into bankruptcy, perhaps they should contact the highway administration to have our interstate system accommodate their requests and make everyone in the state pay. It would provide the distance and speed that many of these bikers will want since we know they don't like to share paths with walkers or random bikers not trying to win a race. Education needs to be the top priority for the county, not bike paths. Get the high schools built for communities like Magnolia Green and the Otterdale area, plus middle schools and elementary before anything is dedicated to something like this. What is our priority here? Biking next to a 100 acre farm or educating our kids in buildings and NOT trailers because the school board cannot proactively budget for

the needs of the community. The county is trying to be proactive with this while completely missing education as the top one. Eminent Domain must NOT in any way be used to take peoples land. Period. Look at the map in Matoaca. Do you really think that people out on Beach, Woodpecker or River Road really want bikers and walkers along a 45-55 mph road? Then why seek to take land for it? I know there is something the plan that addresses Eminent Domain BUT this does nothing for the community here. Only the few who are lobbying the county to build bike paths benefit. As for using utility easements, at what point does that not work anymore? 'We need more land'...then what? Be prepared for lawsuits when you try to take land for this. I know the plan is not intended to be acted upon right away and this may be how folks tell us not to worry BUT the can is getting kicked down the road to the next community or time someone wants to expand a road and then build a darn bike path. Be real and understand that those pushing for this are not going stop until they are built and it could hit WAY SOONER than planned. How does the phrase go 'your ego is writing checks your body can't cash'? Well, the ego of Mr. Gecker to push this so he can get elected to the state senate and the acceptance that this must be done by the board is going to be paid for by the residents of this community and we cannot afford to do this. Build a plan? Sure. But build it to state that under no circumstances will anything be done until every educational need is addressed. Are the teachers in the schools the number we need? Do we have the schools planned for the future? As a resident of Matoaca, I can tell you that absolutely NOT are we prepared for the future growth here in the county. Where are you going to encourage people to park their cars for this? Build more parking lots along the way? Matoaca doesn't have parking lots but rather corn fields and hay. How much land will be needed for this? We have schools and that's about it. Bikers do not respect street signs, markers or anything when riding in this area. They stop in the middle of the road and drink while cars swerve around them. Why not encourage folks to go to Farmville and ride the rails to trails trail? Maybe that's too far for the Richmond folks though? So let's build them paths that may OR may not be separate from the roadway and encourage them to use it. Guess what? Now you have rewarded bad behavior with expensive paths and they will still go on the main roads because they cannot go fast enough on the paths. Read the Chesterfield Observer to see how these fanatics really think. Perhaps bikers should pay a fee to ride on these planned bikeways? This way, you will really see what their commitment to the movement is. Register their bikes, have a license, and get tickets when they don't follow the rules of the road. Listen, if they want to make this personal, let people of this county have a say in it because I do not think the community wants this as much as these bikers do. LET THE COMMUNITY VOTE ON IT. IF this is really what people want, then let the people decide. IF the people aren't residents of the county, then they cannot impact our lives, taxes etc.

Citizen Comment 10/Corresponding Response 4

The advancement of bike trails is a noble undertaking but the true economic impact has not been quantified and the stakeholders paying for them have not been brought into the process. It is misleading to ask consumers if they want some improvement without putting a price tag to that improvement and asking them would they be willing to pay for said improvement. These bikeways and trails come with substantial cost to the providers and landowners. Why doesn't the County pay for them since they are being offered to the tax-paying public? Why can't we use the money being received from cash proffers to pay for the cost to install them?

Citizen Comment 11/Corresponding Response 4

Hi Heather, Thanks for the update. My concerns are with what Pocahontas State Park will be allowing on their site. I understand they will not be adding trails, but improving what they do have. I have met with park officials concerning our family cemetery and they are working on fencing the cemetery to keep bikers/horseback riders, etc. out of the cemetery. One of the trails comes pretty close to the cemetery. Enough for people to be nosey and do a lot of damage. I understand that they do not allow motorize

bikes on the park. That is good. My other concern is: If we are building all these bike lanes/trails, you need to stress the importance that the bikers stay in the bike lane/trails. On RT. 5 there are these wonderful bike paths, but riders still ride in the road. The organization needs to stress this!! What is the use of the bike trails if they don't use it. They cost the state/county/localities a lot of money to install. The riders need to make sure that is where they ride. They have fussed enough to get them.

Citizen Comment 12/Corresponding Response 3

Old hundred road between charter colony & Midlothian tnpk is heavily used by bikers & home to several expanding suburbs. I really would like to see something there, otherwise this expansion is relatively useless b/c I would never feel safe taking my family on bike on old hundred to reach one of the trails

Citizen Comment 13/Corresponding Response 4

This may not be the appropriate forum to express my view regarding the recently added bike lane on Route 10 through Chester. In my opinion and many of my friends that trail is dangerous. The lane isn't wide enough and it is bordered mostly by a curb which doesn't offer bikers a ready bail out avenue. In order to create the bike path, the vehicle lanes have been shrunk down on a road that has a lot of traffic most of the day and very heavy traffic for about 5 hours a day. When you created the bike path did you consider removing the curbing on either side or if necessary both sides of the road. I realize it would have involved sewer drains, but it might have given you enough room to do it properly. As it is I think it is dangerous for both bikers and motorists.

Citizen Comment 14/Corresponding Response 1

I am a resident of the Midlothian District and fully support proposed bikeways, especially along Old Buckingham Rd., Huguenot Rd. and Old Bon Air Rd. I believe that Chesterfield County must promote safe bikeable and walkable communities to attract important businesses and the employees that will work (and pay taxes) here. Otherwise, the county will fall behind other communities.

Citizen Comment 15/Corresponding Response 1

I am in total support of any plan that increases Bikeways and Trails within Chesterfield County. The County's Board of Supervisors has failed the citizens of Chesterfield by not providing and planning for alternatives to motor vehicle transportation. Chesterfield County lacks basic pedestrian sidewalks, trails and crosswalks along any the major thoroughways. The bike paths and lanes that exist are wholly inadequate for even the present.

Citizen Comment 16/Corresponding Response 2

The amount of money being talked about for these trails and bikeways is way out of line for the county to consider. Only a very few residents will put these to use....IT IS NOT FAIR TO MAKE ALL PAY FOR WHAT A FEW WILL USE!! Then we will also have the expense of maintenance.

Citizen Comment 17/Corresponding Response 2

I oppose any plan which infringes on the private property of residential neighborhoods. Paths should not be allowed through the back yards of any established subdivision. County should not have right to eminent domain any such private property. Trails can be offered in areas where the safety and privacy will not be violated.

Citizen Comment 18/Corresponding Response 1, 3 & 4

Hi I found it difficult to comment because I don't understand the differences from the first plan. I like the first plan and if the 2nd doesn't vary much then it should be good. I will say that I don't see many

neighborhood cut-throughs (c-t) although I'm not sure they were in the first plan either. By c-t I mean short paths that allow you to bike or walk between subdivisions without having to get on a high traffic road like Lucks Lane or Walton Pkwy. Walton Pkwy needs a bike lane because it has no shoulder. Just a ditch and people drive fast (45 mph). One more comment, now that there is a new library being built on Courthouse near Smoketree - there needs to be an easy and safe way to cross over Courthouse Rd. from Smoketree - like a signal button, bike / walk lane across road, etc. Many bicyclists will come from all surrounding neighborhoods - St James, Walton Park, Smoketree South, etc. and go through Smoketree to access library without having to navigate Courthouse which is scary even with the bike lane. Thanks.

Citizen Comment 19/Corresponding Response 1

I'm a biker. I enjoy the exercise and sense of accomplishment. I don't like co-existing with cars (trucks, etc.) who like me on 'their' roadways even less. I see plenty of others who do bike and many more who likely would bike if there was a safe haven to do it. I've just come back from Ottawa and Montreal and each have hundreds of kilometers of dedicated bike/walk paths, and they are utilized. And utilized. And utilized. The majority of these paths are totally segregated from the roadway and most are paved. Yes, it will cost dollars to build this infrastructure, but there's hardly a way that dollars could be spent in a better fashion, providing a safe way to exercise, a 'green' way to commute to work, and a joy to safely traverse our county. And it will keep Chesterfield in the running as a modern county, built for the people who live here.

Citizen Comment 20/Corresponding Response 1

I am a resident of Midlothian in Chesterfield County and wholeheartedly support the bikes and trails plan. I am sorry that I am unable to attend the Oct. 20 public meeting. This plan holds great promise for the health and welfare of our citizens in Chesterfield County. Thank you for your work on the plan!

Citizen Comment 21/Corresponding Response 1

I'm strongly supportive of the bicycle and pedestrian planning that this Draft Plan, entitled "A new chapter of the Comprehensive Plan focusing on non-motorized transportation" appears to promise. But the present plan, even more than the first draft, seems to be almost entirely focused on long-distance recreational bicycling. I'm happy the County is looking at this issue, because at the present time there are almost no safe recreational bike routes in the County, and having some available would add a nice dimension to the recreational opportunities the County offers to its residents. But I think a plan that declares itself to be focused on "non-motorized transportation" should study the idea of bicycling and walking as a routinely used form of transportation. To truly support non-motorized transportation means to provide safe infrastructure so that residents who live near amenities that they travel to regularly--schools, libraries, shopping, parks and recreational facilities, coffee shops and restaurants, and employment--can make those trips safely and comfortably by bike or on foot. The 9/1/15 Draft Plan seems to back away entirely from supporting walking as transportation. Just about the only specific statement related to walking in the 9/1/15 Draft is the statement at the bottom of page 6: "this plan does acknowledge the importance of sidewalks in the community. While not preferred, sidewalks can also provide important and safe connections for people who ride bikes in certain situations." And the startling statement on page 5 of the 4/2/15 draft that only ten of the 192 signalized intersections in the County have any pedestrian amenities has been removed in the new draft. I hope very much that as part of this planning process, there is a strong focus on not just how to connect neighborhoods to the proposed recreational bike system, but also on questions of the form, "how can residents of neighborhood A get to amenity B safely by foot or bicycle?" Examples: "How can residents of the Grove neighborhood walk or bike safely to the Midlothian Public Library, on the other side of Woolridge Road?" "How can residents of the Belvidere Apartments, on Robious Road just east of Huguenot Road,

safely walk to the Starbucks just west of Huguenot Road?" "How will the residents of the large new Clairmont apartment complex on Mall Road north of Costco safely walk to the Aldi now under construction at the southwest corner of Robious and Mall Roads?" An important reason why such questions should be a County planning priority is that every trip made on foot or on bicycle is a trip not made by a car. Facilitating safe, comfortable non-motorized transportation for short trips between neighborhoods and amenities positively impacts traffic congestion at a cost far below that of building or rebuilding highways. Enabling non-motorized transportation benefits everyone in the County, not just the tiny minority of County residents who are long-distance recreational cyclists. If County residents come to understand that, perhaps this planning process will be successful.

Citizen Comment 22/Corresponding Response 2 & 4

Heather, Thank you for the email regarding the updated "Plan". I put plan in quotes because the level of detail provided makes this more of a feasibility study rather than a CBA (cost benefit analysis) in a fully fleshed out project plan. I am not one of the "we just have to pass it and find out what's in in latter" kind of guys. Before we obligate the citizenry of Chesterfield to what "could" amount to over \$1,000 for every man women and child we should at a bare minimum include: 1) Detailed CBA 2) Environmental impact studies on projected/proposed routes 3) DOT statement of transportation impacts before, during and after construction 4) Existing infrastructure impacts by route (cable (overhead and underground), water, sewer, etc.) 5) Impact statement on current budget and beyond (i.e.: utilization of proffers, real estate assessment impacts, sewer and water hookup mandates, administrative overhead requirements, etc.) I could go on but I have just gotten involved in this process. I will say this that if I went to my CEO and CFO at my old job as Manager of Financial Systems Development for Overnite Transportation Company and Union Pacific with the level of detail included in the "plan" my likelihood of getting approval for the funding would be very close to zero unless it was an enterprise necessity done in a hurry. I can only hope that our Planning Commission and elected Board Members have the same fiscal responsibility with our tax dollars as do the business entities that I have had the privilege to work for. I would also note that we appear to be asking hard working Chesterfield residents to finance a recreational activity for less than 10% of our population. If this is passed the Hunters and Fishermen request that we be next in line for our \$352 mil. . Just a side note, our systems department should have backups of all comments submitted via web servers. If not, we have an information systems security and reliability process failure as all backups should be stored on two separate portals; one preferably being physical media. Hope my comments are helpful and I can support widening of roads except where to do so would cause a resident to lose enough front/back yard to be unsafe or unlivable.

Citizen Comment 23/Corresponding Response 2

Shaking my head. Paths for everyone to get around on foot and bike sounds grand. How are we paying for this? I'm not a county teacher, but I wonder how they'll feel when insurance goes up, no raise appears in the paycheck, but at least they can walk/ride 5 miles to work and save on gas. Comments from citizens referring to Europe are laughable. Many countries are smaller than our entire Commonwealth! The way of life is entirely different. Americans are not giving up their cars unless we have gas priced at \$10 a gallon.

Citizen Comment 24/Corresponding Response 2

We have far, far more pressing priorities than spending millions and millions of dollars on bike paths/trails. Please do not proceed...my wife and I do not approve of this expenditure.

Citizen Comment 25/Corresponding Response 2

Bike paths are an extravagant and superfluous luxury that Chesterfield County simply does not need nor do we want to pay for. Schools, roads, bridges, painting visible lines in the left hand turn lanes coming out of Westchester Plaza to head east on 60 or perhaps the fire department could be areas where the money is better spent. Or how about this, whatever amount this project will actually cost (not your conservative estimate) you divide up and give back to the tax payers in Chesterfield County? I like that option the best.

Citizen Comment 26/Corresponding Response 2

Now? Are you in LaLa Land? With thousands of illegals usurping our resources? With our people scrambling for part-time jobs to feed themselves vs food stamps? With some of our schools crumbling, molding and bursting at the joints overcrowding? With federal handouts controlling local decision makers? With small businesses trying to survive the taxes due another quarter? Oh, whattheheck .., why not virtual reality trails on google glasses ... free for each and every resident ... to wander aimlessly in Chesterfield County's LaLa Land? It just might be a wiser use of resources.

Citizen Comment 27/Corresponding Response 1

I don't live in Chesterfield Co. I live in Henrico, so I don't know how it affects property owners in that area, but I love the idea. I have not seen the plans, but I think every city should have bike paths alongside all major roads and a lot of little roads. Biking is better for your health most of the year, it cuts down on pollution in the area and it is cheaper for the individual. It is a sad situation when my three children are trying to survive in this economy because to have a job, you need transportation. To have transportation, you not only have to pay for a vehicle, but you have to have the money to pay for insurance, and to keep the vehicle legal by making sure it will pass inspection. This is extremely expensive and there aren't any real alternatives in this area. Bike routes would make a lot of people's lives a lot easier. They would be richer and healthier. I am all for bike routes. We need them in Henrico too!

Citizen Comment 28/Corresponding Response 2

KILL THIS EXPENSIVE ENTITLEMENT Counter Case: 1- very few citizens ride or walk outside their neighborhood as a matter of day to day living. - transfer of wealth from the many to the few. 2- a number of cyclist are killed yearly competing with vehicle traffic - lonely trails attract personal attacks by criminals - dangerous 3- all trails/bikeways will have to be cared for daily/yearly by additional county staff - govt grows 4- many trails will go behind and along private yards enabling anyone to violate normal personal privacy - Privacy, 4th amendment

Citizen Comment 29/Corresponding Response 2

I do not believe this is a prudent way to spend the citizens tax dollars. This is an economy in which the average family is cutting their spending habits in order to cope with stagnant wages and rising costs of goods and services. Not only is there the cost of building the trails, there is also the cost of maintaining them.

Citizen Comment 30/Corresponding Response 2

Chesterfield is out of control. SPEND SPEND SPEND YOUR TAX MONEY. I SAY IT IS A WAST OF MONEY. LETS US VOTE ON IT. NOT THE OLD WAY GO TO THE POLE. NO DO IT ON THE COMPUTER OR YOUR PHONE.

Citizen Comment 31/Corresponding Response 2

With the status of our economy, it is even more important that ALL government budget and spend the tax payers money is a sensible way. I do not feel that spending \$300 million dollars for bike paths is sensible or rational. It is delusional to think that spending this money will decrease traffic or be the best way to improve the quality of life for Chesterfield residents. What we need is a common sense approach and forward thinking when it comes to our roads and future traffic issues as the county grows.

Whatever happened to the Powhite extension? Why not be forward thinking enough to push the region for light rail or other public transit? I encourage you to listen to your fellow residents and NOT move forward in implementing something so frivolous when there are many more important and needed initiatives.

Citizen Comment 32/Corresponding Response 2

300 million??? Seriously?? A very small percentage of citizens ride or walk outside their neighborhood. Whether there are designated lanes for bicycles or not, mixing bicycles with cars is a dangerous situation. All trails/bikeways will have to be cared for daily/yearly by additional county staff. Many trails will go behind and along private yards enabling anyone to violate normal personal privacy. It's a frivolous use of money. If nothing else, return it to the taxpayers to help them feed their families.

Citizen Comment 33/Corresponding Response 2

No, No, No !!!

Citizen Comment 34/Corresponding Response 2

The bikeway and trail plan SHOULD NOT be approved because: 1. Bikers & hikers pay no taxes or fees for construction or use like motorists do. 2. Bikeways take away private property and destroy privacy for the property owners. 3. Few citizens walk or bike very far from their neighborhoods. Extensive bike trails are not needed. 4. Bike trails are expensive to build and must be constantly maintained. Is this REALLY the best and most needed use of massive public funds? 5. No matter how you phrase it, building expensive trails for the use of a few but paid for by all is nothing more than a transfer of wealth scheme.

Citizen Comment 35/Corresponding Response 1

The expansion of bikeways and trails is important to the health of the Chesterfield County community, allowing individuals and families safer and easier access to travel and fitness options. The existence of the trails, once completed, is also important to increasing the overall value of private properties within the county. Bring 'em on!

Citizen Comment 36/Corresponding Response 1

I love this plan! I bike to work in chesterfield every day and this will make me feel much safer!

Citizen Comment 37/Corresponding Response 1

Excellent job on this new draft. I am from the Midlothian area and this map does a terrific job of establishing buffer zones where recreational and casual riders are already using roads. Also establishes realistic routes for Midlothian residents who wish to commute by bike to downtown Richmond safely.

Citizen Comment 38/Corresponding Response 2

I do not support large expenditures on bike paths. I think it serves a very small percentage of chesterfield residents. I have noticed a disproportionate amount of publicity by the very vocal bike enthusiasts. Please keep it reasonable, they are not free!

Citizen Comment 39/Corresponding Response 2

We are pissing away money on bicycle trails when schools are underfunded and overcrowded? What happened to logic and priorities? This is ridiculous and I vehemently oppose this. This is a project for the WANTS of a few, not the NEEDS of many. Shelf it. For good.

Citizen Comment 40/Corresponding Response 1

The Richmond Tea Party has come out against the bikeways and trails plan; however, many of their objections do not make sense: 1. Although most citizens don't ride or walk outside of their neighborhood daily, that can be attributed to "lack of opportunity" - and the necessity of walking or riding on the street is certainly a deterrent to those who would like to get outside their neighborhood. The prospect of sharing the road with cars exceeding the speed limit is daunting. A bike trail is safer than a "bike lane" at the side of a road, and far safer than no accommodation at all for bikes. 2. The characterization of "lonely trails" being dangerous and promoting attacks by criminals could also be applied to any of the county or state parks. This is a spurious argument. 3. The creation and maintenance of the trails will certainly be an additional, ongoing cost for the county. However, the health benefits of outdoor exercise cannot be overestimated, and that is a good use of public moneys. 4. The concern over neighbors' privacy ("fourth amendment") is a red herring - the fourth amendment only guarantees privacy from the government, and a bike or walking trail next to my yard cannot be construed as a violation of my privacy any more than a sidewalk in front of my house or an alley in the rear.

Citizen Comment 41/Corresponding Response 1

Thank you for putting together a plan to support and enhance a more walkable and bikeable Chesterfield! I full support this plan and hope that all the commission members and board members vote 'YES' for this! Thank you.

Citizen Comment 42/Corresponding Response 1

I support the bikeways and trails plan. For years, I have lamented the lack of safe places to walk and ride. Every time I go out on my bike, I know that I am taking my life in my hands as trucks and cars roar by me--and I'm talking about riding on small suburban roads in the heart of Midlothian. I have several friends who moved here from other parts of the country who refuse to ride in this area because they don't feel safe. Due to the way construction takes place in Chesterfield County, with subdivisions built off of busy roads, bikers find it almost impossible to map out a simple ten-mile route without getting on a road that lacks a shoulder or bike lane. In fact, it's pretty rare to encounter bike lanes at all. Often, if bike lanes do exist, they are blocked by construction cones or covered in dirt/sand from construction companies, which forces bikers into unsafe conditions. If safe trails/lanes are built, I believe far more people would reap the benefits of biking/walking. My husband and I have traveled out of town specifically to seek out places that do offer bike trails. We have sometimes stayed overnight in these towns and patronized their restaurants as well. Biking groups often travel long distances to ride safely, and events often crop up around well-maintained trails. By adding such a wonderful attraction to Chesterfield County, the county will benefit from the tourism dollars. Drivers will also appreciate dedicated bike lanes. Too many times, tension and anger arises between bikers and drivers as they find it challenging to share the limited lane space. The bike trails would eliminate the need for the bikers to enter the motor vehicle lanes. As a driver, I find it nerve-wracking to pass a biker, and as a biker, I hate when I inadvertently hold up traffic. I also find it unsettling to be passed at close range by any vehicle. I have even stopped biking on certain roads because some cars would swerve all the way to the other lane to pass me, and they would nearly hit an oncoming car in the other lane. While I may have stopped biking on those roads, others have not because so few options exist. The conditions are just too

dangerous as they stand right now. Drivers may suggest that bikers simply ride elsewhere or go to the gym, but aren't we constantly hearing that we should get more activity and reduce the obesity rate in this country? There has to be a middle ground here, and I think multi-use bike trails and lanes are the solution. Thank you for considering my comments.

Citizen Comment 43/Corresponding Response 2

You have to be joking! How convenient that this is coming up for a vote at the same time as the bike race here in Richmond while everyone is amped up over bikes and biking. And this is the only thing you can think of to spend \$300,000,000 on? Absolutely not. You people need to reassess the county's priorities. I think this was the idea of a special interest group who knew the timing would be good during the bike race week in Richmond. Here's a thought, don't do this and lower some of our outrageous taxes. Bikeways and trails - absolutely NOT! You people have lost your minds.

Citizen Comment 44/Corresponding Response 1

As someone who is likely to be moving to the Richmond VA area from England later this year, it's great to see this amount of thought going into making tangible improvements that will encourage people to get around in healthier ways.

Citizen Comment 45/Corresponding Response 1

As a Chesterfield resident I am excited about this plan and the more walkable and bikes le community it will help create! Let's keep everyone moving!

Citizen Comment 46/Corresponding Response 1

I strongly urge the adoption of the Bikeways and Trails plan for Chesterfield County! My wife, daughters & I have really loved our almost 10 years living in the Foxfire neighborhood in Western Chesterfield County. But, as our county continues to grow, my wife and I are increasingly concerned about our daughter's safety and our declining quality of life due to the lack of safe pedestrian and bike routes outside of our neighborhood. Increased traffic on roads with no safe bike paths or walkways increases the inevitability of auto accidents and bicycle or pedestrian injuries and death. Sadly this is not an environment that we want our daughters growing up in or that I enjoy living in over the long term. However simply by adopting the plan the county will show a commitment to a better future that I can live with. I understand that the plan will take many years to complete and nothing good is ever free and I support the funding of this important initiative over time, either through property taxes, donations or use fees. By voting to approve the plan you will help create a lasting legacy and a foundation for a better quality of life for all of us.

Citizen Comment 47/Corresponding Response 1

I support bike paths for recreation and commuting in the county. Love the movement towards building healthier communities. Just be sure they are wide enough for two way traffic-- similar to the cap to cap trail.

Citizen Comment 48/Corresponding Response 4

Don't waste the money on the trails do something with the roadways where the cyclist 's ride. 3 million can go along way to making bike lanes on roads. Allocate resources responsibly please

Citizen Comment 49/Corresponding Response 1

I support this plan to add dedicated bike lanes for existing roads as well as trails. We live on Otterdale Rd. I drive my family to Pocahontas to ride bikes. It is not a far ride it does seem silly to ride in a car to a

place to ride your bike. This would be a big boost to our county to have this type of trail system across the county. It would create a nice point of difference among the surrounding counties for people who are considering where to live in Richmond. A lot of people I have talked to would like to start riding bikes. Unfortunately, they do not want to start because they don't feel safe riding on the county roads.

Citizen Comment 50/Corresponding Response 1

This is a very broad and appealing plan. Opening up the county to multi use trails is a positive development that will improve property values and quality of life in the county. I completely support this plan.

Citizen Comment 51/Corresponding Response 1

I believe we definitely need more bike paths to make it safer for my kids and for me to bike for exercise. There are also a few stores, restaurants, etc. that we would ride a bike to instead of driving if we could get there safely. Many cities across the country (and the world) have figured this out. I believe it's time Chesterfield County made an eco-friendly investment that will help its constituents health and well being.

Citizen Comment 52/Corresponding Response 2

This is the most ridiculous use of tax payer money!! Please reconsider and give this money to Chesterfield County schools instead!! Who in the world thought you should spend this much money on bike paths? There are plenty of places for folks to ride their bikes. Please do not do this!!!!

Citizen Comment 53/Corresponding Response 1

Chesterfield continues to remain a highly desirable place to live and attracts families interested in a healthy lifestyle. Our Pocahontas State Park, for example, remains a big draw for active people interested in moving to our county. I am a small business owner registered in the county and believe the use of tax dollars to expand our bikeways and trails systems a valuable use of resources. Ample research in the social sciences tell us that communities that support an active lifestyle are more likely to attract higher income earning individuals and families that are more environmentally conscious. One only needs to look at Boulder, Colorado or Davis, California as two of many examples where similar community investments have paid dividends with regards to their healthy growth.

Citizen Comment 54/Corresponding Response 1

I support better access between points in Chesterfield via bicycling. It does not make much sense to invest in campaigns to fight childhood obesity, heart disease, diabetes, etc., but then not also support the tools by which the public can engage in healthier lifestyles. People who do not even like "bikers" also want to see safer travel for bikers, if for no other reason than to get them out of their (motorists') way. Please pass a plan that incorporates more biking and walking access and safety.

Citizen Comment 55/Corresponding Response 4

I'm an avid cyclist, logging 7+ hours of riding each week in the western part of the county. I'd love to see more bike routes! I have three kids heading to JB Watkins, which is at 120% capacity. I don't want my tax dollars spent on new bike trails until we fix the overcrowding in our schools. I don't support this trails plan. Hopefully the county will change their policies so that any new roads built in the county will have ample room for pedestrians and cyclists. Midlothian resident

Citizen Comment 56/Corresponding Response 1

My husband and I met biking on the safe, wide shoulders of the roads in New Hampshire. We call Chesterfield County home for 10 years, and we have three children we are raising to enjoy the transportation mode of bicycling. I am very much in support of the Bikeways plan. It would be an important improvement for our county since the only safe travel option at this time is by car. It's unfair to subsidize only automobile transportation because it is exclusive and expensive. The plan would provide a way for safe walking and bicycling for work, pleasure, and exercise. It's a progressive idea that has been adopted in Northern Virginia decades ago, and Chesterfield County needs to put this plan forward to ensure our future as an attractive community with safe transportation modes. Thank you!

Citizen Comment 57/Corresponding Response 2

If the \$300 million is correct this is a tremendous waste of money better spent on schools or infrastructure. This is not where I want my tax dollars spent.

Citizen Comment 58/Corresponding Response 2

I'm sorry, this would be a complete waste of money, Chesterfield should spend this money on more important items.

Citizen Comment 59/Corresponding Response 1

Chesterfield County, May I say as one voice of many that are disabled and those who choose to ride recumbent bikes, how much we need this plan. I use a hand cycle, this puts me at 36 inches off the ground. I am disabled and am not able to use a regular bike. Even with all available reflective wear and appropriate flags, trucks will never see me. Regular cars would miss me most of the time, especially is they are not looking for me. Would it be an option to buffer the road ways with guard rails? This would at least out a buffer between the rail and the rider. Thank you for your attention.

Citizen Comment 60/Corresponding Response 1

Seems like a thoughtful investment into the future off our community. Very progressive.

Citizen Comment 61/Corresponding Response 1

I'm excited to see that Chesterfield is working to make our roads safer, more comfortable places to get around on bike. While some might use these new bike facilities for recreational riding (which is a great way to stay healthy and relax!), many will undoubtedly use them for transportation. These new bike lanes are a start towards allowing everyone the right to get around safely -- whether they're relaxing or going to the grocery store. Chesterfield faces lots of obstacles to creating a multi-modal transportation system (suburban sprawl, narrow country roads and more than a little citizen fear-of-change) but it's important to keep pushing forward. Chesterfield never will (not should aspire to be) just like the City of Richmond. It has its own history and strong rural character. But history doesn't mean nothing can change and a rural heart doesn't mean there's no place for sidewalks or mixed-use development or bike lanes. Sure, there are gaps in the proposed bicycle network (such as the missing link on Huguenot between Southlake Blvd and Cranbeck Rd -- which is a busy, stressful place to bike without any protection and the lack of connection between the James River Scenic Route and the rest of the network), but there are plenty of gaps in Richmond and they've been building bike lanes longer. This plan gives me hope that one day, I'll feel safe enough to get around Chesterfield on a bike. I hope that the completion of this proposed network inspires lots of my friends and neighbors to get on their bikes for more short trips, and slowly start to ask for (and support) bike lanes on their streets. Keep up the great work!

Citizen Comment 62/Corresponding Response 2

I do not support this major investment of taxpayer dollars into a totally discretionary enhancement. Let's focus on REDUCING the size and scope of the County government and thus the BURDEN on the taxpayer. Let the private sector or interested parties raise the funds from the extra disposable income that their fellow taxpayers will have. Focus on what doing well what ONLY government can and must do and leave the rest to individuals. Focus on the core needs of public safety, public education, public health, and a few other essential services. Get out of the rest!

Citizen Comment 63/Corresponding Response 1

I think the bike plan is a good step: you have to think big if you want big change. Every so often I think about how nice it would be to bike to a restaurant or pick up some groceries, but the roads are too narrow, winding, hilly and filled with blind spots. I'm not going to bike 10 miles, but for a short trips I shouldn't have to choose between worrying about the pollution my car will create and worrying about being killed by someone driving way too fast on our local roads. Chesterfield will never and should never be Richmond, but if we want to reduce our dependence on foreign oil and the health epidemic we have today we have to change our default. Lots of my friends are only willing to bike in a park, but if we can make it safe for everyone to get around, whether by car, bike, foot or bus, we can give our residents the freedom and independence to choose how they get around for each trip, and help integrate physical activity into our daily lives. Who can argue with that?

Citizen Comment 64/Corresponding Response 2

This isn't the economic / transportation model for Chesterfield County. Bangladesh maybe, but not Chesterfield, Virginia. What a waste of tax money and underpurposed land use!

Citizen Comment 65/Corresponding Response 1

I fully support the Chesterfield County Bikeways and Trails Plan and urge implementation now.

Citizen Comment 66/Corresponding Response 1

It is critical that Chesterfield support the walk/ bike plan. As we grow this great community, this plan will allow us to grow into a community that supports all forms of travel and health options. I do not want to live in a community that allows for only one mode of transportation and allows the contentious relationship to continue between motorists and others. We can fix it, this is how. Thanks.

Citizen Comment 67/Corresponding Response 2

To Whom It May Concern: I am a resident of Midlothian, and I am strongly opposed to your plans to spend this egregious amount of money on bike trails. People answering a survey saying they would like to bike more is like me saying I'd like to eat better each January 1st. It does not warrant spending \$300 MILLION plus of our hard earned tax dollars. I feel it's a disgusting misuse of our money that would benefit few and not increase our revenue in any way. Surely, once the plan is passed, how quickly can I expect there to be legislation to implement a meals tax, because you NEED the money??? I am STRONGLY opposed to the plan to spend our money this way.

Citizen Comment 68/Corresponding Response 1

I support the plan to improve our bikeways. As a child I loved the freedom I got from being able to explore my neighborhood and small town. As a young adult I was fortunate to live in Colorado, a state that has supported biking for decades. Now being a resident of Chesterfield I am hopeful that future generations will be able enjoy cycling as I always have.

Citizen Comment 69/Corresponding Response 1

I am a Chesterfield resident of 15 years and I am so excited to see this Bikeways and Trails plan. It's an incredible step forward in a positive direction for safety, and for residential property value.

Citizen Comment 70/Corresponding Response 1

I am a citizen of Chesterfield County, and have three decades of experience with transportation planning and projects throughout Virginia. The Chesterfield Planning Department, other participating departments, and a number of citizens are to be commended for their work to develop a new draft Bikeways and Trails Plan. The County has lagged behind comparable localities in providing a greater range of transportation choices to its citizens. The draft plan will go a long way to remedying this deficiency. The Bikeways and Trails Plan establishes an important long-term vision and framework to create a system of safe, accessible, and connected trails and on-road bicycle facilities to link residents to work, schools, shopping, and other activities. This system offers a range of significant public benefits, including improving the quality of life for County residents, attracting tourists, reducing traffic congestion, fostering economic development, and promoting healthy lifestyles. The Plan also is an important step in implementing the County's comprehensive plan. I strongly support the Bikeways and Trails Plan, and urge the Planning Commission and the Board of Supervisors to adopt it as soon as possible, and to adopt appropriate ordinances and other tools as well. Thank you.

Citizen Comment 71/Corresponding Response 1

Please execute this plan! The more we encourage biking the better. It's a healthy family activity. If you can make bikeways safer for long distance biking for fun and commuting, that would be a huge win for Chesterfield County!

Citizen Comment 72/Corresponding Response 1

I live in Midlothian, Brandermill neighborhood, and am an avid cyclist. I currently find it very difficult to ride in Chesterfield any time of day other than first thing in the morning Sat. or Sun. due to the amount of traffic on the roads and the lack of bike lane. A lot of drivers in this area do not give any regard for cyclists on the road. I have had cars driving closer to me than the center line at times. Installing bike lanes in Chesterfield would make this great recreational sport safe. The countryside in Chesterfield is beautiful and promoting this recreational sport is good for the economy. I would love to see more bike paths in Chesterfield!

Citizen Comment 73/Corresponding Response 1

More bike-friendly communities attract people to the region, create safer and more efficient modes of transportation, and has an overall positive impact to the region. Move forward with this!

Citizen Comment 74/Corresponding Response 1

So many of Chesterfield neighbors have trails. The bikeways will allow for farther safe riding in between neighborhoods.

Citizen Comment 75/Corresponding Response 1

My family moved to Midlothian in 2012 with a plan to stay for 5 years. We never thought we would love the community so much and one of the factors that is driving our desire to stay long term are the amazing biking trails in our neighborhood of Brandermill. My son began biking to preschool at age 3. I have the opportunity to bicycle to the farmer's market. I often wish that we had more biking opportunities so that we could bicycle to the shops and to more friends' homes. The proposed plan would be amazing for my family and I believe that it would bring in more young families as well as

encourage all socioeconomic classes in our community to become more healthy and to enjoy the amazing social opportunities biking offers. Thank you.

Citizen Comment 76/Corresponding Response 1

In my opinion, this plan is terrific! It covers the spots that folks want to pedal to... A ton of work has been expended in an effort to make our community a better place to live work & play!! good job... not to implement this great plan. Best regards. Now if we can get the selfish, greedy, inconsiderate folks to remove their brick walls & barriers that they have placed in the public right of way in defiance of regulations - we'll be humming along. Maybe we can add to that list: trees, bushes & shrubbery too that have "just grown up" in the right of way...

Citizen Comment 77/Corresponding Response 1, 4

We are less than one mile from where the children attend school, it would be a great walk or bicycle ride, however we have always opted to travel by vehicle, due to the lack of signals for us to crossover busy streets. Specifically Woolridge and Coalfield RD and Charter Colony Pkwy and Woolridge. I am also hesitant to ride on the street due to sporadic marked bike paths and general motorist unawareness. We are in full support for more paths that connect the chesterfield community that make it safer to cycle, run and walk within the community. More Pathways can only lead to a healthier, happier community.

Citizen Comment 78/Corresponding Response 1

Let's get started in the Chesterfield Towne Center / Huguenot Park / Robious Rd / CJW Hospital area... There's not a lot of distance to go which would make this work - and the area is a business area. It would appear that business folks would like this idea... The Hotels, shopping areas and other amenities are close together and a study & preliminary work has been done. There's an organized civic group, The Greater Southport Association, active in the area with volunteers who could be convinced that this plan is workable... It's good for business...So let's start here!!

Citizen Comment 79/Corresponding Response 1

I am from Bermuda district and I approve the plans for Chesterfield County Bikeways and Trails Plan. This plan will enhance the quality of life and safety for all the citizens of Chesterfield County.

Citizen Comment 80/Corresponding Response 2

I am totally opposed for any money from the county or the federal government (which is all tax payers money) to be used for any bikeways. A very small percentage of the citizens in Chesterfield would use these bike trails. There have been a number of deaths to bikers recently in central Virginia and with more bikeways more will occur. The cost of millions of dollars for bike trails is ridiculous. Chesterfield taxes are too high and money must be spend on those services that are most beneficial to the majority of its citizens. Not bike trails. If people want bike trails let them pay for them with their own money or through private sources. DO NOT spend our tax dollars for this frivolous activity. Use your God given senses to do the right thing and stop spending our money on projects the majority of the citizens will never use.

Citizen Comment 81/Corresponding Response 1, 3 & 4

Comments on 2nd Draft Bikeways and Trails Plan dated 9/1/15 I strongly support this plan and its implementation. It is very important for 3 major benefits: bicycle commuting; physical fitness and health; and recreation. Over time, these 3 benefits will more than pay for the cost of the facilities constructed. Just looking at health, obesity is around 30 % and obesity plus over weight is near 70 % of the population. This is costing the country enormously in not only dollars but also in quality years of life.

Bicycling and hiking/walking will be a tremendous help in reducing this serious public health problem. Need to recognize that bike/hike paths if not properly designed are not going to work for fast bike commuters and younger bike enthusiasts. Must be able to go fast enough for long stretches to be of value to this major cohort of the biking community. Being 71, I, and many of my fellow riders, cannot wait decades for the plan to be executed. I would like to see rapid progress where possible. By prioritizing the work, there can be a great benefit for safe bicycling in Chesterfield County. There are shoulders that can be widened so that 1.5 to 2 ft of lane can be available to the right of the fog line. This would allow bicyclists to ride closer to the fog line and if not filled with trash even a little to the right of the fog line. It will provide a place to take refuge when cars are passing without running off the road as would happen now on many of the country roads of Chesterfield County. As I said this can be done strategically to make key roads much more bike friendly and safe at minimal cost. Not everything needs a dedicated on road or separate bike lane. We often just need more room so we have a safety buffer. So to the extent that you have not included wider shoulders in the plan, I am urging you to include them as they can lead to substantial progress for bicycling on county roads at much lower cost and result in quicker progress. Also, find the choke points where there are barriers to bicycling the roads. For example Beach Road between Nash and Rt 10 is pretty unsafe to ride. If lanes or shoulders were put in, then there would be a link to Beach to the West and Nash. Nash has a good shoulder to Eastfair. Beach to the West can be ridden with care and especially in non-commuting hours. But the stretch of Beach between Nash and Rt 10 is particularly precarious. You do not have this road identified in your current schedule for upgrades and fixing it would break a barrier to getting around by bike in the county. Providing wider shoulders, on road bike lanes or separated bike lanes also has the benefit of making it easier for cars and bikes to share the transportation corridors. Drivers are annoyed when they need to wait for the bikers and bikers do not want to hold them up. All we want is to ride the roads of the beautiful county SAFELY. Adopting the bikeways and trails plan is a major step to making it easier for both cars and bikes to get around in the county. The next important step is to execute projects with the largest impact first. Finally, please include as an essential element in the plan public education on how cars and bikes can share the road. Even though most drivers pass me with more than adequate room, I believe there are many drivers that do not know that the law provides for at least 3 ft to pass a bike. And even fewer know that the law was recently changed to allow drivers to cross a double yellow line to pass a bicycle when that can be safely done. Clearly bicycle riders need to be reminded of their responsibilities. Bottom line: I strongly support the plan. It may need to be revised slightly to include widening shoulders if not already provided for and to provide for executing projects to remove barriers to cycling such as Beach Road described above and to do the work initially that has the greatest impact for the money spent. Thank you for developing the plan!

Citizen Comment 82/Corresponding Response 3

Proposed bikeway and trail facilities should be shown along Otterdale Rd and Woolridge Rd

Citizen Comment 83/Corresponding Response 2

Spending \$300 million on bike paths during a time of economic downturn is ridiculous. Bikes pay no tax and you are not keeping up with the repairs needed on the roads in Chesterfield County.

Citizen Comment 84/Corresponding Response 2

Dear Supervisors, We am writing to express our overwhelming concern about the construction of bike paths in Chesterfield County. There is a very vocal minority of citizens who are in support of this measure, and we absolutely believe that those folks have the ability to raise the money to build the bike paths through private donations. This is not a luxury that should be financed by the taxpayers of Chesterfield. Not only will this be a huge cost upfront, but also it will be a continuous drain on our

pocketbooks. We would much rather see this money go towards raises for our county police officers. Thanks for listening.

Citizen Comment 85/Corresponding Response 2

I am OPPOSED to spending money on bike paths. There are many better uses for that money in the county.

Citizen Comment 86/Corresponding Response 4

Second draft of plan is better, but not finished and we need more time to keep educating people and refining issues

Citizen Comment 87/Corresponding Response 2

Don't support paying taxes for something I won't use

Citizen Comment 88/Corresponding Response 4

Hunting should be addressed as an issue in conflict with the proposed trails

Citizen Comment 89/Corresponding Response 2

Do not support an increase in taxes for funding or maintenance of system

Citizen Comment 90/Corresponding Response 4

Plan should have more emphasis on projects in VDOT right of way - better for cost/maintenance and visibility for crime issues

Citizen Comment 91/Corresponding Response 4

What is the private property owner liability if someone goes off the trail easement?

Citizen Comment 92/Corresponding Response 1

Bike lanes should be wide enough (buffered) so that cyclists can be far enough away from traffic to be safe

Citizen Comment 93/Corresponding Response 4

Do not support the use of eminent domain

Citizen Comment 94/Corresponding Response 1

Personally a cyclist and would like more places to ride safely and would give an easement along the perimeter of my property, especially to make safe connections to other places.

Citizen Comment 95/Corresponding Response 4

Need to have the phasing section mapped, at least in your presentation if not in the plan

Citizen Comment 96/Corresponding Response 4

Need a discussion that current utility easements will be re-negotiated and not forced on a landowner

Citizen Comment 97/Corresponding Response 4

Can you have a policy where a landowner would pay no taxes if they donated a trail easement?

Citizen Comment 98/Corresponding Response 1

I live on Rockaway Rd. right on the bad curve where Rockaway and Old Bon Air Rd. meets. This is such a dangerous area! I have witnessed so many accidents. Pedestrians, young and old have to walk through my front yard due to no shoulder, walkway or bike path. At times this makes me uncomfortable. Many people including me in this area would love to have somewhere we could safely walk, run, or bike. It's such a beautiful area and it can't be enjoyed due to the traffic and lack of walkways etc.. Thanks again for your time. I'm not sure if I can make the next meeting. Will my concerns be addressed?

Citizen Comment 99/Corresponding Response 4

Do not support the use of eminent domain

Citizen Comment 100/Corresponding Response 4

There should be a user fee for people to use the trails

Citizen Comment 101/Corresponding Response 4

People should have to get a license to operate a bike and implement a points system so the license can be revoked if they are deemed to be reckless

Citizen Comment 102/Corresponding Response 4

What is the budget for maintenance? People need to be aware of the maintenance cost.

Citizen Comment 103/Corresponding Response 3

Make a really long paved loop in Pocahontas State Park so people can ride bikes there and not on the road

Citizen Comment 104/Corresponding Response 4

Public outreach has not been sufficient for this plan

Citizen Comment 105/Corresponding Response 1

Good afternoon Heather, As two residents of the Midlothian District, we strongly support the revised Bikeways and Trails plan and urge the Planning Commission and Board of Supervisors to move forward with this vision of a safe, connected network of bike- and pedestrian-friendly infrastructure that is sensitive to surrounding natural resources before the end of the year. The known benefits (economic, environmental, health and safety) to the whole Chesterfield community of a planned bikeways and trails network are overwhelming - this effort should not be delayed. I've attached an open letter we wrote to the Chesterfield Observer during the summer which provides additional support for the bikeways and trails. Thank you for your work on this planning effort and thank you for the opportunity to comment.

Citizen Comment 106/Corresponding Response 4

Page 13- "Policy and Ordinance Revision": Ideally, any revisions to the County's policies and ordinances to address the provision of facilities in new development would be brought forward and discussed in conjunction with the proposed Bikeways and Trails Comprehensive Plan chapter. Language in the proposed plan (version 9/1) should be strengthened to assure citizens and the development community that these policies and ordinances will be enacted in a timely manner and prior to the utilization of this Plan by County staff in upcoming development applications. In the recent Quarterly Development Meeting, staff assured the industry that policies and ordinances would be forthcoming upon passage of the Bikeways and Trails Plan – given the positive relationship between County staff and the development community, we are certain these policies, such as setback and buffer relief, will be enacted

by the County. However, unforeseen circumstances/delays in implementation of these policies could put staff and the development community in difficult positions while considering upcoming applications. Strengthening the language on page 13 to assure the development community a timeline for implementation of any new ordinances/policies, as well as specifics on what incentives will be considered, would bring more certainty to the process. But ideally, these policies should be spelled out in this document.

Citizen Comment 107/Corresponding Response 4

The proposed Bikeways and Trails Plan should clarify the sources of funding / cost responsibility on the development community. Under the current cash proffer policy, "...parks...serve the entire County, the geographic service districts for these facilities are determined to be countywide. Rezoning requests can be analyzed on a countywide basis to determine their impact on these facilities and proffers may be spent to fund these facilities countywide." If future bikeways and trails are to be the responsibility of the development community, then the provision of those bikeways and trails, or any element of those bikeways and trails, should be offset in the total cash proffer calculation. The same could be said for the roads portion of the cash proffer calculation. Although this is a capital decision for the Board of Supervisors, there needs to be a substantive discussion about the impact of this plan on the County's cash proffer policy and guidance from the staff/Planning Commission to the Board on what policy changes may need to be considered.

Citizen Comment 108/Corresponding Response 4

The county's plans would add additional pressure on developers within the county to meet runoff requirements. Currently, developers are required to maintain 20% canopy in each section. The walking paths and bike trails would reduce the amount of canopy that we are credited within our buffers along our major roadways. We would have to make up for that elsewhere, incurring additional costs (in either increased buffers or designating certain lots as "canopy lots"....which would amount to HUGE losses). Also, we are being required to build bigger and bigger BMP ponds to comply with the 10-10 runoff regulations. In order to meet these figures, additional clearing is required, which, again, kills more canopy. We are not allowed to build BMP's where water naturally flows (in low lying, flat areas), so oftentimes, we have to build them in the side of a hill (see attached diagram). We incur further clearing because of this, as we are chasing grade on both sides of the hill. Adding these walking trails would increase impervious surface, which would, in turn, increase the size of our BMP ponds, which would further reduce our canopy. It would have a compounding effect across all fronts, and would have massive hidden costs, which the county does not seem to realize (or care about).

Citizen Comment 109/Corresponding Response 4

Remove mention of eminent domain - not appropriate in a planning document - too detailed and legal

Citizen Comment 110/Corresponding Response 4

Make the proposed trail segments near the Appomattox River Scenic Trail match the look of that trail on the map - with arrows showing intent and not entire route. Consider changing the name of the Appomattox River Scenic Trail so as not to imply it has to be adjacent to the river for the entire length.

Citizen Comment 111/Corresponding Response 4

Education of bicyclist and motorists needs to be increased. Bicycles need to follow the laws and be licensed. Public safety departments need to enforce regulations.

Citizen Comment 112/Corresponding Response 4

Support on road facilities - feels safer for crime issues and takes less private property.